

APPROVED
MINUTES OF THE MEETING
18 October 2001

Projects Reviewed

Convened: 8:30am

Central Library
Beacon Hill Library
Rainier Beach Library Expansion
Metro Atlantic Central Base Expansion
North Waterfront Access Project
Kubota Gardens Gate and Wall Project
Wallingford Play Area and Perimeter Path

Adjourned: 5:00pm

Commissioners Present

Donald Royse
Tom Bykonen
Ralph Cipriani
Jack Mackie
Cary Moon
Iain M. Robertson
David Spiker
Sharon E. Sutton

Staff Present

John Rahaim
Layne Cubell
Brad Gassman
Sally MacGregor

18 Oct 2001 Project: Central Library**Phase:** Construction Documents**Previous Reviews:** 28 October 1999 (Scope Briefing), 4 May 2000 (Schematic Design), 21 September 2001 (Mid-Design Development), 15 March 2001 (Design Development)**Presenters:** Alex Harris, Seattle Public Library
Kate Orf, OMA
Joshua Ramus, OMA**Attendees:** Kay Aoki, Seattle Public Library
Jim Brighton, Jones and Jones, Architects and Landscape Architects
Frank Coulter, Seattle Public Library
Steve Delfraino, LMN Architects
Marilynne Gardner, City Budget Office
Jess Harris, Department of Design, Construction, and Land Use (DCLU)
Deborah Jacobs, Seattle Public Library
Jill Jean, Seattle Public Library
Linda Lawson, Seattle Public Library, Board of Trustees
John F. Nesholm, LMN Architects
Lisa Richmond, Seattle Arts Commission
Linda Saunto, Seattle Public Library
Gwen Scott-Miller, Seattle Public Library
Steve Trainer, The Seneca Group
Kelly Walker, ARCADE
Robert Zimmer, LMN Architects**Time:** 1.75 hours (SDC Ref. # 221 | DC00116)**Action:** The Commission thanks the team for the presentation and the continued diligence to develop this significant Library project. The Commission would like to make the following comments and recommendations.

- The Design Commission appreciates the design of this imaginatively functional building and continues to support the innovative massing which reflects the original concept of building platforms, developed as an expression of Seattle's topography;
- appreciates the clarity and richness of integrated interior and exterior spaces, especially how the spiral ramp on the interior has been expressed in the exterior landscape and streetscape;
- appreciates how the central interior escalator has been envisioned as a public hillclimb assist, noting that it will be accessible when the building is open;
- appreciates the way that the team has reconsidered the exterior glass sheathing in relation to the shifting platforms, taking account of both solar impacts and interior building functions with a mix of transparent and translucent panels;
- supports the use of fritted glass for the exterior walls of the staffing areas and would like to continue to offer support to the design as it addresses the Land Use Code requirements for transparency;

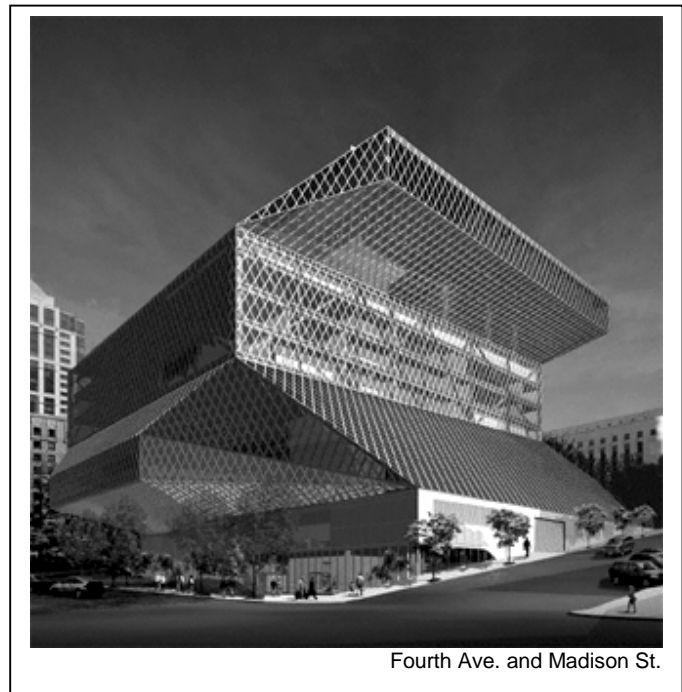
- encourages the team to extend the ground plane and exciting landscape design of the plaza into the building at Fourth Avenue;
- encourages the team to reconsider the placement of social spaces within the 4th Avenue entry plaza design, including the seating areas, and hopes that the team will consider more seating options;
- urges the team to further study the use of grasses as massing elements in the terraced or subtly “faceted” landscape of Spring Street, and how these grasses will realistically take shape, hoping that the required natural light will be available for these grasses to grow;
- urges the team to consider further texture or visual stimulation on the concrete walls, especially at sidewalk level;
- supports the concept of building signage as a minimalist expression, embedded within the plaza paving; and
- approves the project at the construction documents phase and looks forward to future update briefings.

The design team presented further developments of the design of the Central Library; they focused on the landscape design, site lighting, storefront and transparency, and the curtain wall.

The street trees surrounding the library would be of different species, but similar in nature, to create a uniform Seattle urban green landscape. There will be oak, maple, tulip, and sweetgum trees. The landscape design, alternating between hardscape and softscape, has developed to become faceted, like the design of the library. The faceted areas of soft landscape would be planted with different types and colors of local grasses. These green spaces would be anchored between the hardscape social spaces. The open space on Fourth Avenue contain five benches and six bicycle racks. While these spaces would be level, and accessible, the grass areas would be sloped to match the grade of the street. There would not be a curb between the hardscape and softscape areas.

The site lighting would be at grade, and would be provided by linear lights, beneath grates, that would be used to highlight and uplight the landscape. Beyond this lighting, the building itself will become a lantern to light the site. Some portions of each floating floor will provide an overhang to light the areas beneath it; there will not be additional lighting shining onto the building itself.

The design team has developed an approach to storefront transparency that reflects the interior uses. The “living room” of the library is at the Fifth Avenue street edge; the level of transparency has been developed to reflect the need for strong connections across the street. The auditorium, children’s area, and the ESL program is located at grade, on Fourth Avenue; the glazing here will also be transparent.



Some of the main staff areas will be on the second floor along Fourth Avenue; the glazing there will be translucent, to provide privacy. Along Spring Street and Madison Street, there will be a balance between transparency and solid or translucent glass walls, to provide security and privacy for staff areas. The zoning code requires storefront transparency for an interesting pedestrian experience. Screening is however required at the loading areas.

On the exterior of the glazed curtain wall, the glass will be flush with the mullions. The seismic structure supporting the curtain will be on the inside. At grade, the storefront system has been reversed, to create a plinth. Along Fifth Avenue, the plinth will be concrete, and will extend mid-block, down the slope towards Fourth Avenue. Some glazing, throughout the building, will require high-performance glass, to meet shading requirements. The design team, concerned about darkness, is trying to lighten the exterior experience and the interior spaces. These light levels will be addressed as the team refines the selection of the fritted glass.

Key Commissioner Comments and Concerns

- Would like to know how the translucent glass will be treated.
 - Proponents stated that there are two choices for developing the translucent glass at the lower street levels. The translucent glass may be fritted, similar to the high performance glass at other areas of the building. The glass may also be sandblasted or frosted, in a manner that would be appropriate to the rest of the building.
- Would like the team to explain the streetscape along Fifth Avenue.
 - Proponents explained that the building structure would extend beyond the building envelope, to create a defined exterior space; this canopy would not be covered with glass. The steel would be painted with exterior grade paint. The concrete lip would continue along the base of this structure, and due to the grade change, this lip would range from one inch to two feet. The coffee shop on Fifth Avenue would only be accessed through the main entry. The street trees would provide a second canopy along this edge.
- Would like to know if the central escalator has been developed as a public gesture, to be used as a public hillclimb, and if it will be difficult to provide security for this purpose.
 - Proponents stated that, as long as the building is open, there would be security located at each entry. It will not be a problem if the central escalator is used as a hillclimb.
- Would like to know if carpet will be used on the interior, to extend the exterior landscape inside, creating the seamlessness that the design team desires.
 - Proponents stated that this gesture would be more apparent along Fifth Avenue, while it will be more conceptual along Fourth Avenue.
- Would like to know if there will be double doors at the Fourth and Fifth Avenue entries.
 - Proponents stated that there would be double doors on Fourth and Fifth Avenues, but the main doors would be revolving doors. Further stated that there would also be exits on Spring and Madison Streets, and additional exits on Fourth and Fifth Avenues. The number of exits will comply with Seattle Municipal Building Code; there will be twelve exits at grade, around the block.
- Would like to know if the landscape will require extensive care, especially in order to maintain the desired faceted character.

- Proponents stated that these grasses have been chosen because they are native to this climate and do not require substantial irrigation. The grasses will be trimmed each year, by a weed “whacker.” In fall, these grasses will change color and continue to hold their form during the winter. Also, these grasses will not grow unbridled if they are not trimmed.
- Appreciates the team’s efforts to develop the design. Would like to know if the team has developed the exterior streetscape areas to be used as bus stops, as there are bus stops on all four sides of the building. Would like to know if there is an opportunity to bring the street trees closer to the landscape.
 - Proponents stated that two shelters would be required on Madison Street and Fifth Avenue. The building would shelter the bus stops on Fourth Avenue and Spring Street.
- Encourages the team to incorporate building seating near the bus stops.
- Believes that this is one of the few buildings that confronts the elevation challenges of Seattle. Believes that the strength of the design is still apparent at the large-scale design. Is not convinced that the concrete plinth is appropriate.
 - Proponents stated that the concrete reinforces the plinth of the building.
- Appreciates the landscape design, the diagrammatic character of the clarity and liveliness in the design.
- Appreciates the conceptual richness of the street trees. Is not convinced that the grasses are appropriate. Is concerned that the texture of the grass will not be smooth and angular, but will become messy mounds. Believes that the development of the grass concept has overshadowed the need to create social spaces around the building. Believes that the benches on Fourth Avenue have been placed artfully, but not thoughtfully.
- Recognizing that the building will overhang the north side of Spring Street, is concerned that the grasses will not be able to thrive in these conditions. Is also concerned that the street trees along Fourth Avenue will block sunlight as well. Would like to see a model that explains how the light conditions at the site will be.
 - Proponents stated that they have extensively studies the natural light and shadows of the site, and this area will actually receive significant direct sunlight. Further stated that the native habitat for these types of grasses is on the forest floor. The team has worked with an expert and has conducted many light studies.
- Is concerned that the concept for the landscape design will not be apparent, as the edges between different types of grasses will not be distinct. The actual grass will not be as dynamic and angular as the three-dimensional drawing. Would like to see how the grasses will create exterior spaces.
 - Proponents stated that seating and a fountain have been placed near the entry.
- Is concerned that the trees will take soil volume away from the grass.
 - Proponents stated that the soil would primarily be granular, not organic. Further stated that there would be a subterranean irrigation system, so the trees and the grass would get enough water. Further stated that the team has chosen the location of specific grass species based on the site conditions.
- Would like to know if there are opportunities for a green roof, even if this is developed in the future.
 - Proponents stated that there would not be safe public access to the roof, and the structure is not sufficient for this type of load. Most of the public spaces would be at ground level, and the team is concerned that people would not be able to find a roof garden. Further stated that the Library Board supports this decision, as a roof garden would

require additional staff.

- Encourages the team to think of the roof as an opportunity for an art piece.
- Would like to know if there is an opportunity to develop the texture of the concrete structure, to create an exciting pedestrian experience.
 - Proponents stated that, because the building is visually permeable, there are many opportunities to see into the building, even if the pedestrian is walking along the concrete wall.
- Would like to know if the team has designed signage for the library. Is not sure that signage will be necessary.
 - Proponents stated that there might be small letters at the entrance. Further stated that as the signage became more refined, it became a strong contrast to the building design. The signage may be incorporated into the ground planes at the entrance to the building.
- Would like to know if the design meets transparency requirements. Supports the project design and transparency levels. Supports the use of fritted glass at the staff areas.
 - Proponents stated that the design does meet transparency requirements, but there are some screening requirements that must be met at the loading area.
 - A DCLU representative stated that City Council has reviewed the design, and has determined it would meet the transparency requirements. Further stated that there is flexibility, in the code, defining what is considered transparent. Believes that it would be considered transparent if the glass would not completely obscure the view.

18 Oct 2001 Project: **Beacon Hill Library**

Phase: Schematic Design and Street Vacation

Previous Reviews: 7 October 1999 (Siting and Scope Briefing), 16 August 2001 (Concept Design and Street Vacation)

Presenters: Don Carlson, Carlson Architects
David Kunselman, Seattle Public Library
Lisa Richmond, Seattle Arts Commission

Attendees: Beverly Barnett, Seattle Transportation (SeaTran)
Frank Coulter, Seattle Public Library
Alex Harris, Seattle Public Library
Jess Harris, Department of Design, Construction, and Land Use
Oona Johnsen, Swift and Company Landscape Architects
Rosie Mullin, Carlson Architects
Kenichi Nakano, Nakano Associates
Julie Ann Oiye, Seattle Public Library
Teresa Rodriguez, Fleets and Facilities
Linda Saunto, Seattle Public Library
Marilyn Senour, SeaTran
Barbara Swift, Swift and Company Landscape Architects
Mark Withrow, Carlson Architects


Time: 1 hour (SDC Ref. # 221 | DC00107)

Actions: The Commission appreciates the presentation and the revisions that the team has made to respond to previous Design Commission comments and recommendations.

- The Commission commends the Seattle Public Library staff and their efforts and investments to improve this and other neighborhood libraries as significant community amenities;
- appreciates the revised parking scheme, and the team's efforts to reduce the area of the parking lot;
- appreciates the revisions the team has made to increase the visual significance of this building and feels that the more developed roof forms will help to anchor the corner;
- commends the team for the design of the interior of the library, which reinforces the structural vocabulary of the building;
- urges the team to resolve the library's integration with the street character of the adjacent residential neighborhood and adjacent sidewalks;
- hopes that the library, when approached from the west, can provide an appropriate threshold between the residential area and the library;
- encourages the team to, through the design of the plaza, sidewalks, and curb cuts area, guide pedestrians safely across Beacon Avenue South and South Forest Street;
- as the team pursues the proposal for the street vacation, hopes that the team respects the neighborhood streetscape patterns and street view corridors; and
- approves schematic design of the library.

The Library has chosen Miles Pepper to be the project artist, who is recognized for his work that harnesses the natural forces, like wind. The artist's work, wind pieces, are typically graceful and poetic, like Tai Chi movements. The artist will work with the architect throughout the design process. For this library, funding is also available for a local art partner program, in order to incorporate additional local artists.

The design team feels that this is an excellent site, as the corner provides a very interesting opportunity to create a landmark building and a prow at the building entrance. The parking area has been reduced to contain twenty-four parking spaces. The planting strip, present in the right-of-way to the west of the site, continues through the site, to the corner, where the building projects slightly into the right-of-way, to further enhance the landmark quality of the building.

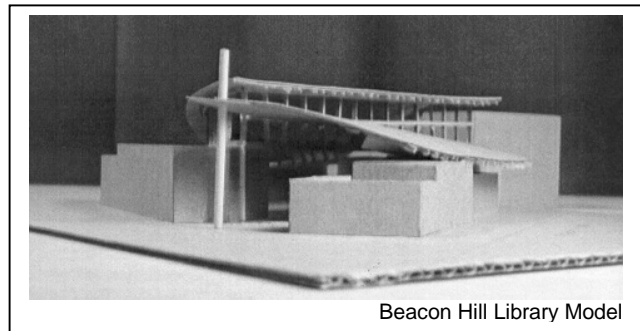


The design of the building façades has been developed to address the context. The west elevation, facing the parking lot, undulates. There will also be windows and plantings on the Beacon Avenue South sidewalk. The meeting room, at the main corner entry to the building, is more than an interior meeting room, and it addresses the entry plaza of the building. The staff support areas are located along the South Forest Street edge.

The design team developed the architectural character of the library to reflect the diverse character of the local architecture community. Through this design parti, and an understanding of site concerns, the building design has become a poetic interpretation of these cultural icons. The roof has developed to become two curved roof forms that cup



each other, but do not touch. This would be a rolled metal or standing seam metal roof. The spaces between these roof forms become operable windows that can bring in natural light and air. The column, at the entry corner, will be similar to a weather vane. The storm water runoff will be drained from the roof at the southwest and northwest corner of the building. The artist hopes to design a dynamic chute system to collect this water, retain the water for a moment, and then release the water into the landscape. The materials and details of the building will reflect the craft and handmade nature of the design concept. The exterior façade may be finished with a material like terra cotta, which will patina with age. The library's interior space has developed as little buildings within the building; and are contained within the dynamic shape of the roof forms; the roof forms create a natural spine in the building, while the roof trusses would become an active feature of the interior.



Beacon Hill Library Model

Key Commissioner Comments and Concerns

- Commends the team for the selection of Miles Pepper as the project artist. Hopes that this may be an opportunity for the artist to abandon his typical artistic expressions, and examine how different cultures in the community express the nature of wind.
- Hopes that the building becomes an anchor viewed from the South Forest Street and 16th Avenue South. Is concerned that the view of the building will be blocked by the two trees.
 - Proponents stated that an arborist has examined the trees, and many of the trees are not in good condition due to the compacted soil at the sidewalk along South Forest Street. These are mature trees and will not grow much beyond their current size.
- Is convinced that the sidewalk and green planting strip should remain consistent (at least for two-thirds of the sites block) with the neighborhood's landscape pattern to the west. Is concerned about the compression of the sidewalk, near the entry of the building.
- Agrees that the grass strip should remain, as it is a very strong design element in the neighborhood. Believes that there should be a visual anchor on the corner.
 - Proponents stated that an aggressive gesture is important, closer to corner at Beacon Avenue South.
- Is concerned that the ground will be cut away in order to construct the paving, which will damage the root system of the street trees. Believes that, if the trees are already in bad condition, it does not make sense to preserve them. Believes that the trees should be replaced, and planted in granular soil. Does not believe that jumping through hoops in order to preserve ill-quality trees should destroy the integrity of the design.
 - Proponents stated that the existing trees are at a beautiful height now, and that the neighborhood would object to their removal, as they are mature trees.
- Encourages the team to develop or define a path that informs pedestrians of the path they should take as they try to cross Beacon Avenue South. Believes that the path, from the west to the east or the south should be efficient. Encourages the team to develop an artful barrier at the corner of Beacon Avenue South and South Forest Street to further enhance the plaza at this corner and keep people

from crossing dangerously at this intersection. Believes that there could be an appropriate crosswalk on Beacon Avenue South, which would be anchored by the meeting room.

- Commends the team for the building design and believes that the interior spaces work well in relation to each other, as well as with the roof forms and spine of the building. Encourages a team to incorporate a small planted area within the entry court.
- Appreciates the roof forms and believes that the interior space will be very open. Hopes that the design will not hide the seismic structural system.
- Hopes that the plaza area on South Forest Street and at the entry courtyard will not compete with each other. Believes that the sidewalk, between the two plaza areas should be engaging. Suggests that the south wall could be articulated and stepped, in order to activate this space.

18 Oct 2001 Project: Rainier Beach Library Expansion

Phase: Schematic Design

Presenters: Sam Cameron, Streeter and Associates Architects

Lycia Danielle Trouton, Artist

Kenichi Nakano, Nakano Associates

Attendees: Frank Coulter, Seattle Public Library (SPL)

Alex Harris, SPL

Jess Harris, Department of Design, Construction, and Land Use

Jim Kressback, Streeter Associates Architects

David Kunsleman, SPL

Susan McLain, Seattle Planning Commission

Lisa Richmond, Seattle Arts Commission

Time: .75 hour (SDC Ref. # 221 | DC00098)

Action: The Commission thanks the team for the clear and comprehensive presentation and would like to make the following comments and recommendations;

- The Design Commission appreciates the experiential quality of the design for this expansion project;
- supports the judicious use of materials to complement the existing structure;
- supports the team's intent to unify the architecture, landscape architecture, and art to maximize the investment in this project, recognizing the limited budget;
- encourages the library to pursue an extensive public process before removing the existing "Unmask your Mind" mural, and to identify an appropriate public benefit, in exchange for the mural;
- encourages the team to simplify the design ideas by opening the entry plaza to the street and exaggerating it as a beacon to the neighborhood, three-dimensionally, through the landscape, paving materials, and vertical art and architecture elements;
- encourages the team to closely examine the coordination of the vehicle access drive entry plaza, and the library drop-off area; and
- approves schematic design.

The existing Rainier Beach Library is located in the Rainier Beach commercial area, near Henderson High School, on Rainier Avenue South. This expansion project will increase the existing library by almost 6,000 square feet, and will improve the visibility of the library from the street.

Through the expansion of the library to the north, the entry will move to the north, between the existing building and the proposed expansion. This entry, highly visible from Rainier Avenue, will be covered with a fan-shaped canopy that will resolve the differing geometry between the two structures. This entry also respects the existing internal library axis, which is marked with a skylight. The entry, lit at night, will be a glowing beacon. The existing building incorporates intricate geometry, and internal circulation will be somewhat of a challenge to resolve. The expansion will be a simple geometric form, in order to better accommodate internal planning. The team has proposed an additional axis that will be terminated

by the creation of a new view to the outside. The hillside will be carved away to accommodate the required parking.

The team hopes to unite landscape design and the arts program, in order to make the most efficient use of these budgets. The concepts behind these programs have been refined to address the idea of knowledge, and bringing the knowledge located within, to the outside. The concepts behind the landscape design and art program may also address children and animals, cultural diversity, and the meaning behind the name “Rainier Beach.”

There are many pedestrian links that can be made from the library to the surrounding neighborhood. This pedestrian connection will continue through the library site to the Mapes Creek Walkway. To further address the visibility of the library, an arborist is examining the existing trees to determine which trees should be saved. The entry terrace may incorporate a progression of steps, where people could sit, as well as other benches. The landscape design and art program may also incorporate a radial pattern in the pavement near the entry; this pattern would continue through the parking lot. The grade of the hillside may also be used as an amphitheater or community space, if the parking lot is closed.

The art program will strengthen the presence of the entry terrace. The entry may be enhanced through the incorporation of textiles, and representations of basket weaving. Cultural diversity may be represented on the tall columns at the entry. The art will also be an active component of the design, as may represent the development of many culturally diverse languages. Seashell imagery may also be used to represent hearing. Different technology processes and development may also be used to represent cultural diversity.

Key Commissioner Comments and Concerns

- Commends the team for the excellent presentation and accompanying presentation materials. Would like to know the future of the existing mural, “Unmask your Mind.”
 - Proponents stated that this was originally identified as a seven-year project, through a contract with King County. The library will speak with the artist, and there will be public process to determine the future of the mural.
- Believes that the mural would be protected by VARA, which is a federal law as a community asset. Believes that the artist would have to waive their VARA rights for the mural to be removed.
 - Proponents stated that they believed that the original contract agreement would take precedence over any general legislation.
- Would like to know how the team has addressed visibility, as the addition is located even further away from the street.
 - Proponents stated that the entrance canopy would be very visible, as will the proposed expansion. Some of the existing landscape will also be trimmed and cleared.
- Hopes that the plaza will be very open, and believes that the canopy should be pulled out as far as possible. Believes that the fan gesture should extend to the street.
- Would like to know if there will be a library drive-through and drop-off area.
 - Proponents stated that there would be a drop-off area in the north area of the site, and this would be accessed from Rainier Avenue.
- Recognizing the concept to incorporate textiles, especially at the entry columns, encourages the team to unite the architecture, landscape architecture, and art program. Hopes that the budgets of these

three programs will support each other.

- Recognizes that there are many exciting design ideas and concepts, but would like to encourage the team to address the problems of this site. Urges the team to develop a list of the top five site problems, and identify a few design solutions that address these issues.
 - Proponents stated that the general design themes would address knowledge and the nature of culture.
- Believes that many of the existing building materials truly represent a different era; coordination with these materials may be difficult. Encourages the team to be cautious when selecting building materials for the expansion. Encourages the team to layer effectively.
- Appreciates the design decisions the team has made regarding the use of materials, especially through the use of accent materials to mask the existing concrete block. Believes that the entry, as a beacon, should become a surreal threshold, especially if it extends to the parking lot.

18 Oct 2001 Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 20 SEPTEMBER 2001- APPROVED

DISCUSSION ITEMS

C. OUTSIDE COMMITMENT UPDATES/ CUBELL

D. SOUTH END SITE TOUR ON 10/11- DEBRIEFING

E. SAC PUBLIC ART COMMITTEE/ CUBELL

ANNOUNCEMENTS

F. VIADUCT JOINT PC/DC WORK SESSION #3

G. OPEN SPACE STRATEGY OPEN HOUSE, 10/25, 4:30-7:30
PM @ MITHUN

18 Oct 2001 Project: Metro Atlantic Central Base Expansion**Phase:** Pre-Petition Street Vacation**Presenters:** Cynthia Bradshaw, King County Metro Transit
Tom Whittaker, Waterleaf Architects and Interiors**Attendees:** Beverly Barnett, Seattle Transportation (SeaTran)
Rachel Ben-Shmuel, Ben-Shmuel and Associates
Dave Gering, Manufacturing Industrial Council
Scott Kemp, Department of Design, Construction, and Land Use (DCLU)
Robin Laughlin, SvR Design Company
Dan Nelson, MBT Architecture
Marilyn Senour, SeaTran
Peg Staeheli, SvR Design Company**Time:** 1.5 hours (SDC Ref. # 170 | DC00250)**Action:** The Commission thanked the team for the excellent presentation and would like to make the following comments and recommendations as the team develops the project.

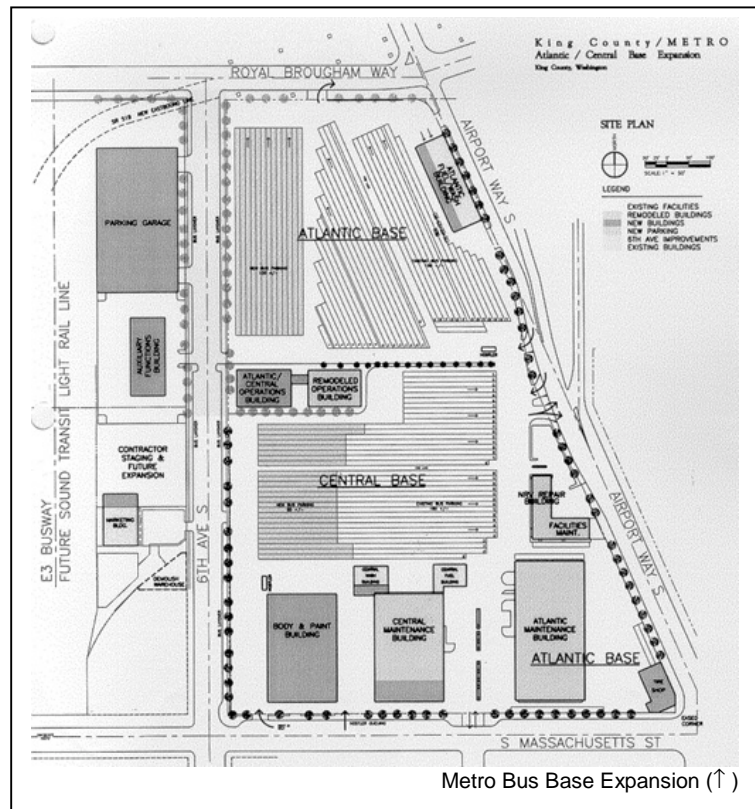
- The Design Commission believes that the team has made a compelling case for the vacation of the Atlantic Street cul-de-sac;
- urges the team to incorporate an educational component within a proposed wayfinding project or other public benefit program that would address the significance and history of the Duwamish industrial area;
- encourages the team to work with the King County Arts Commission before fully determining the scope of the public benefits package so that the arts are considered throughout the development of this project;
- suggests that the team should not address pedestrian improvements or mini-parks as the primary public benefit, because these types of improvements would not be appropriate in this area;
- as an alternative, the Commission would encourage the team to contribute to a coordinated public benefit program that would benefit other local anticipated improvements;
- supports the incorporation of sustainable programs on this site that promote recycling and energy conservation;
- encourages the team to develop all components of this program and expansion to further enhance the industrial character of this neighborhood; and
- would like to review the street vacation proposal after the petition has been filed.

The King County Metro Transit Atlantic/ Central Base is located within the block bounded by Royal Brougham Way, Airport Way South, South Massachusetts Street, and Sixth Avenue South. King County will respond to the demand for more service and provide sufficient bus base capacity. The planning and design team hopes to vacate a portion of an Atlantic Street cul-de-sac in order to efficiently develop this property.

King County feels that this bus base expansion will provide the greatest flexibility and efficiency,

maximize the use of existing property, and minimize the impact on the community. The team explained the parameters of this expansion, noting that the bus capacity would be increased from 370 to 555 buses, and would allow the equivalent of one base capacity on half the land King County Metro has used for urban bases. The expansion would also allow off-street queuing room

Through this expansion, many existing buildings will be re-used. There will be some new buildings, but the team is still working on the program for the site. Through this development, various activities for different maintenance uses will be separated, in order to separate vehicular and pedestrian traffic and provide better safety. The bus base must operate while construction takes place. The critical entry bus entry points will be maintained as well.



The Atlantic Street cul-de-sac currently provides access to Metro bus base property, the Burlington Northern right-of-way between buildings and Metro Base, and the loading dock and parking for businesses on north side of the cul-de-sac. Metro would be the only property owner served by the cul-de-sac. The vacation would allow more efficient use of site and existing buildings and services. Also, the vacation would increase bus capacity without displacing additional private industrial businesses. Large vehicle movements would also be isolated from smaller vehicles, enhancing pedestrian safety.

Working from the Greater Duwamish Manufacturing and Industrial Center Plan, the team has identified neighborhood planning themes that would be maintained throughout this development. These themes focus on the industrial character and related uses of the neighborhood. The team has proposed streetscape improvements along Sixth Avenue, noting that currently, there are loading docks, and many other hazardous conditions. The streetscape improvements could also be implemented through ample lighting and an open landscaping plan. The team will also propose additional public benefits for the street vacation, in order to provide an attractive face to the community. The appearance of the bus base perimeter could be improved with visual and architectural elements. The team suggested that a mini park might be an appropriate public benefit, and a public open space could be used as an outdoor lunch spot, or a game time meeting place. Wayfinding elements for traffic and pedestrians could also be provided to aid the public in maneuvering through the super-blocks of the neighborhood; this would increase the safety of the site. The team also recognized an opportunity to work with Sound Transit on the landscaping and planting of a landscape buffer that will be needed adjacent to a bike path on the east side of the light rail system.

Key Commissioner Comments and Concerns

- Believes that the team has made a compelling case for the Atlantic Street cul-de-sac vacation in this

thorough presentation. Would like to discuss the type and extent of public benefits. Would like to know if the team expects an impact on this project if WSDOT funds the SR-519 connector.

- Proponents stated that it would not affect this bus base; the connector would extend west of the Ryerson base. Further stated that the team does not know the final design or location of this connector, but is aware that this project is on the horizon.
- Would like to know the status of the Burlington Northern right-of-way.
 - Proponents stated that King County Metro would purchase this right-of-way, as it is on the Burlington Northern surplus list.
- Believes that public benefits focusing on pedestrian improvements, such as wayfinding or mini-parks, should also incorporate an educational component. Encourages the team to incorporate educational materials that would teach stadium attendees who may walk through the area about the significance of the industrial SODO and Duwamish areas, especially in terms of the numbers of jobs the industrial area provides. Believes that the public should understand the significance of this area, and the need to preserve the industrial character of this area.
- Would like to know if the public will be interacting with this site.
 - Proponents stated that large numbers of the public would not be accessing the site, but some of the public may filter through the site. Further stated that Royal Brougham Way, to the north of the site, is the main pedestrian route. Pedestrians primarily use this area during winter football games. Further stated that King County Metro is currently trying to keep people from traveling through the site, as this is unsafe.
- Believe that the nature of the requested vacation is appropriate. Hopes that the team can successfully identify public benefits that King County would not provide regardless of the vacation. Believes that it would be necessary to work with the King County Arts Commission and incorporate the 1% for Art program. Believes that pedestrian improvements in this area would etch away at the industrial nature of the site. Believes that the improvement of the interior of buses could be an appropriate ongoing public benefit.
- Would like the team to explain the uses in the existing buildings, and where these businesses would be relocated.
 - Proponents stated that the relocation of these businesses would be addressed through the SEPA requirements. Further stated that the new location would be based on the nature of the specific business, and some of the businesses hope to expand. Further stated that these businesses would most likely be able to relocate within the Duwamish neighborhood.
- Does not support a small mini-park in this neighborhood. Encourages the team to contribute to a fund that would support public benefits
- Would like to know if there would be contaminated water runoff coming from the maintenance area.
 - Proponents stated that there is a stormwater management system at the facilities. Further stated that green design principles would be incorporated in the final design. The facility does have oil and water separators.
- Supports wayfinding improvements. Encourages the team to maintain the industrial character of the site.

Key Visitor Comments and Concerns

- A representative from the Manufacturing Industrial Council stated that King County Metro has thus far, done a wonderful job as they have developed this bus base expansion project. Supports improvements on Sixth Avenue South. Agrees that there are many concerns that could be addressed through an improved wayfinding system. Is also concerned that wayfinding for truck drivers is not sufficient. Hopes that the public benefits from this project and others are coordinated.
- A representative from Department of Design, Construction, and Land Use (DCLU) stated that they were concerned that the facilities would be fenced off and oriented towards internally focused operations. Hopes that the design team also focuses on the public face of the facilities.
- A representative from Seattle Transportation (SeaTran) stated that the vacation does make sense in light of the context. Would like the team to preserve the industrial character of the neighborhood on Airport Way South and any public improvements should be appropriate to the context.

18 Oct 2001 Project: North Waterfront Access Project

Phase: Schematic Design

Previous Review: 19 October 2000 (Briefing)

Presenters: Lesley Bain, Weinstein Copeland Architects
Ethan Melone, Strategic Planning OfficeAttendees: Lee Copeland, Weinstein Copeland Architects
Marty Curry, Seattle Planning Commission
John Eskelin, Department of Neighborhoods
Susanne Friedman, Seattle Planning Commission
Ron Scharf, Seattle Transportation

Time: 1.25 hours (SDC Ref. # 220 | DC00196)

Action: The Commission appreciates the presentation and would like to make the following comments and recommendations.

- The Commission appreciates the team's comprehensive approach to a project that lacks a coherent structure and yet occupies a critical location relative to the future development of the waterfront;
- particularly appreciates the team's understanding of the many transportation layers and their inter-relationships, which is evidenced in the team's analytical study and design proposals;
- supports the composite of a number of low-tech, affordable, and immediately feasible solutions that would create a safer and hospitable environment on the waterfront;
- supports the long-term goal of vehicle separation, through the "vehicles down" solution, if this can be completed in conjunction with a tunnel for the Alaskan Way Viaduct at this location, in order to become a long-term solution to a significant transportation problem; and
- encourages the team to continue to develop the North Waterfront Access as a comprehensive plan, even if it is implemented piece-by-piece.

The Strategic Planning Office (SPO) and Seattle Transportation (SeaTran) have been working together to develop the North Waterfront Access Project. This project, recognizing the city's larger context, "will analyze existing and projected conflicts between rail traffic and pedestrian, bicycle, and vehicle traffic, evaluate a range of alternative improvements for consideration by the public, and develop design concepts for the preferred alternatives." This project was initiated through recommendation from a larger regional examination of transportation, including freight mobility, on the waterfront, from Tacoma to Everett. A Broad Street overpass and a second phase of projects were identified as recommendations; SeaTran recognized that an examination beyond Broad Street would be needed. SeaTran and SPO worked together to select a consultant, in order to improve the link between urban design and transportation as this project develops. The team has been working with an advisory panel and a waterfront stakeholders group, and most are supportive of the general strategy and direction.

For Phase I, the team examined all of the transportation systems, including the gaps in these systems, and the current state and implementation of the relative neighborhood plans. There are many transportation issues in this one area of town, and there are many dangerous intersections of transportation systems.

The safety of this area is compromised by people trying to make timed connections, as well as visitors and tourists trying to navigate their way through this area.

The team identified a number of goals to address in this project. The primary goal of the project is to solve transportation concern in the context of the quality of the urban environment. Through resource stewardship, the team would like to make the best use of Seattle's natural and public resources, support the infrastructure that underlies the regional economy, and take the Environmental Policy Act seriously. The team would also like to recognize the need for safe and efficient access in all types of transportation systems. The team would also like to propose amenities that would promote a safe and high-quality urban neighborhood with exciting activity.

The team examined every type of transportation in the project area. The vehicular system is present throughout this area and there are delay and congestion conflicts when trains pass; the left turn from Elliot Way to Broad Street also poses delays. There are concerns about the truck system, and the need to move from the Ballard/ Interbay/ Northend Manufacturing Industrial Center (BINMIC) to the S.R. 99 Corridor; truck drivers also hope that the bicycle, pedestrian, and transit lanes are clearly delineated, in order to ensure safety. The volume of bicycles is expected to increase, and there currently are gaps between the Elliott Bay Bicycle Trail and the waterfront south of Myrtle Edwards Park. There are opportunities for pedestrian improvements, and most of the east-west streets (except Wall Street) in Belltown are Green Streets, while most of the north-south streets are arterials or truck routes. Improved cross walks or signals should be used to further clarify the pedestrian zone. The transit system should be improved in this area. While Metro does not feel that the trolley system should be duplicated, as there is not sufficient ridership. The trolley will be extended north, to lessen the perception of the trolley as a tourist attraction. This is a major truck route, and is part of a federally designated high-speed rail corridor. Burlington Northern and Amtrak use these tracks; a commuter rail stop could also be located in the North Waterfront Area.

After examining these systems in the North Waterfront area, the team identified "hot spot," where most of these systems meet. Improvements for Bay Street, which is steep between First and Western Avenues, is desired to provide access to Myrtle Edwards Park and relate to the future Olympic Sculpture Park. The "Broad/ Elliott/ Alaskan/ Clay" area has a high concentration of all modes of transportation. There are opportunities for at-grade changes. The team hopes to propose a system that will encourage some of the traffic to move from Broad Street to Clay Street. "Growing Vine Street" is an appreciated community amenity; the community suggested improvement of at-grade connections and improved pedestrian safety measures, as many people often try to hurry to catch the trolley. Wall Street supports more vehicles than Vine Street, which are heading from the waterfront to southbound S.R. 99.

The team has identified many opportunities for improvement. Some of these opportunities include non-construction options. Non-construction safety options include safety devices, technological options, policy directions, and management options.

Safety Devices

- Longer Crossing Arms
- Median Barriers
- Articulated gate arms
- 4 Quadrant Gates
- Pedestrian Gates

Technological Options

- Intelligent Signal Monitoring
- Variable Message Signage

Website Information

Radio Information

Policy Directions

Reducing through-traffic on Alaskan Way

Traffic calming measures

Encouraging parking off of Elliott instead of Alaskan Way

Promoting transit alternatives on the waterfront

Management Options

Photo Enforcement

Law Enforcement Training

Officer on Site (equestrian or bicycle)

There are also many at-grade alternatives to increase safety and provide pedestrian separation. Broad and Clay Streets could be reconfigured to become a couplet, narrowing Broad Street between Elliott Avenue and Alaskan Way. With Broad Street running westbound, and Clay westbound, additional pedestrian space is gained along both the waterfront north of Clay, and along the south edge of the sculpture park between Elliott Avenue and Alaskan Way. This would improve local traffic operations, increase safety at driveways. This concept may also work in reverse. The team has also identified an opportunity for a multi-modal transportation hub. Commuter rail would be a part of this hub, and a drop-off area could be incorporated as well; a pedestrian overpass could connect the drop-off area to the commuter rail station, a trolley stop, and the waterfront.

The team has been examining different types of grade separation alternatives, to determine whether or not these ideas meet the team's goals. The team also identified specific challenges related to each of the grade-separated alternatives. Through a "vehicles down" solution, a one-way northbound tunnel would decrease vehicles on the surface; the cars would not be delayed by the train, nor would they be delayed by left bound turns on to Elliott Avenue. Alternatively, two lanes could run below grade, from Elliott Avenue to Alaskan Way. A "vehicles up" solution would raise vehicles, pedestrians, and bicyclists above the tracks; this would provide complete separation between trains and other transportation modes. Through these alternatives, the team hopes to improve safety and the streetscape of this area.

Key Commissioner Comments and Concerns

- Commends the team for the idea to start with simple solutions, and examine whether or not they work. Encourages the team to examine Los Angeles County; they have incorporated pedestrian gates and other types of at-grade solutions. Is concerned that higher levels of complexity and grade separation will discourage pedestrians from enjoying the waterfront. Encourages the team to improve visual accessibility. Believes that low-technology solutions should be used to a great degree.
 - Proponents stated that they are trying to propose a variety of solutions, solutions that will create a great and safe place.
- Would like to know if there would be any constraints on the Olympic Sculpture Park (OSP) through the "vehicles down" solution.
 - Proponents stated that this street, Elliott Avenue, already is in the OSP site, and the "vehicles down" solution would be less intrusive than requiring pedestrian overpasses through the park.
- Believes that a series of simple, non-construction solutions could enhance the experience for

pedestrians, recognizing that major elements affecting this decision are uncertain. Recognizing that this is a study to identify possible solutions, does not believe that anything would be built in the immediate future.

- Proponents stated that there are initial improvements that are warranted now, as soon as possible. Further stated that, while grade-separation is not needed now, at this point, the team has recognized that “vehicles down” is the best alternative.
- Does not believe that a Broad Street overpass is a good idea.
- Appreciates this document as a series and a study of options of alternatives that could actually be built. Would like the team to explain the next steps, and immediate challenges that need to be addressed.
 - Proponents stated that some of the improvements, addressing current safety concerns are warranted now, while some of the grade-separated solutions are not warranted now. Further stated that the Olympic Sculpture Park (OSP) will be designed soon, and the North Waterfront Access project needs to be coordinate with the OSP and the Potlatch Trail.
- Would like to know if the freight traffic challenges would be resolved by the “vehicles down” concept.
 - Proponents stated that this alternative would resolve these concerns.

18 Oct 2001 Project: Kubota Gardens Gate and Wall Project

Phase: Schematic Design (NMF Briefing)

Presenters: Andy Sheffer, Department of Parks and Recreation (Parks Department)
Gerry Tsutukawa, ConsultantAttendees: Chris Burdge
Wayne Prickle

Time: .75 hour (SDC Ref. # 170 | DC00251)

Action: The Commission thanks the team for the presentation and is excited that this valuable Seattle Park will be improved. The Commission would like to make the following comments and recommendations.

- The Commission believes that this project, the ornamental Japanese gate entrance and wall, will improve the visibility of the garden and help convey its historical use;
- commends the design team for the beautifully-designed bronze gate, and believes that it will enhance the garden entry;
- encourages the Parks Department to further improve the Kubota Gardens and continue to support this wonderful resource; and
- approves the schematic design of this project.

The scope of this project includes the design and construction of an ornamental entrance at the Kubota Gardens, which is located on 55th Avenue South. The 1990 Kubota Gardens Master Plan, approved by the City, established a fence around the perimeter. The masonry and stucco wall will be along the park's perimeter on 55th Avenue South, and the ornamental gate will be at the main entrance.

The design team recognized the significant history of the garden, and also noted that Kubota Gardens is a significant gathering space and a treasure of Seattle. To begin the design of the gate, the team first designed the perimeter wall; the Parks Department required a high degree of security. The gate opening will be twelve feet, and the gate will be open during daylight hours. The door will be a sliding door, and will remain visible if it is open. The doors will be a welded bronze fabrication and will be an organic interpretation of the rising sun design. There will be a large overhang above the entrance, supported by 18 inch round wooden posts. The overhang will be steel, and will be left to rust to support the organic theme of the design. The walls will be CMU finished with stucco, on both sides. The threshold at the entry may be finished in stone or slate. The design team is working with the Department of Design, Construction, and Land Use, to identify appropriate wall heights and relationships with the context. The perimeter wall will not simply be a blank wall; there will be a wall cap, similar to overhang at the entry.

Key Commissioner Comments and Concerns

- Would like to know if the roof element will extend along the length of the wall.
 - Proponents stated that it would; at every change in elevation, the roof segments from taller sections would overlap the roofs below. The roof segments will step up and down, depending on the topography. Proponents further stated that there would be decorative douglas fir posts at all transition points in the wall, for visual articulation along the blank

wall.

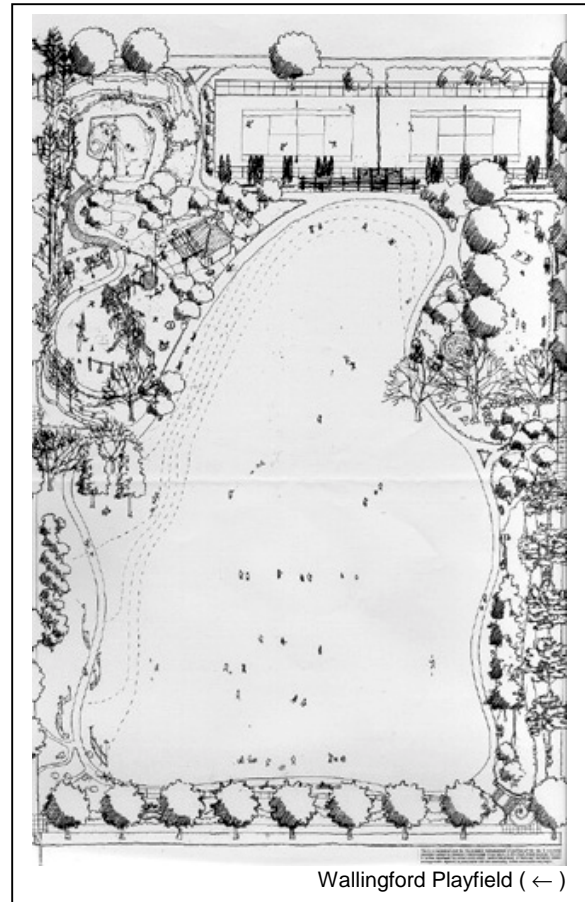
- Commends the design team for the beautiful gate design. Feels that the symbolism is appropriate. Would like to know if the gate will require a separate structural frame. Is concerned that the diagonal stresses would be too great, and the middle of the gate might sag.
 - Proponents stated that the gate will be self-supported, and there will be some type of a track on the back side of the gate, with mechanical fasteners that control the horizontal motions of the gate. Further stated that structurally, the gate would be strong.
- Would like to know if people would be able to climb up and over the gate.
 - Proponents stated that they have been discussing this concern with the Parks Department Design. The team has developed a second design, with a smaller opening. Further stated that there would be a cross member at the top of the gate, to prevent people from climbing over the top. Further stated that the team would work to reduce the ability to climb across the top.
- Encourages the team to incorporate the three framing bars along the top of the gate, similar to those on the side of the gate.
- Believes that the project is wonderful. Would like to know if a traditional Japanese garden would use white stucco, or a more natural color.
 - Proponents stated that traditionally, the wall would be white.
- Is concerned that the rust from the roof cap would stain the wall.
 - Proponents stated that the drip-line would be beyond the wall.
- Believes that the gate is elegant, and prefers the wider spacing between the bronze design elements within the gate.
 - Proponents stated that there are minimum and maximum opening requirements for railings at gates, but because there is no elevation change here the openings may be wider.
- Would like to know if the bronze elements would be flat.
 - Proponents stated that these pieces would be four-inch hollow fabricated and welded pieces.
- Would like to know the condition of the entire Kubota Gardens.
 - Proponents stated that while there are always more renovations that can be made, the park is very well maintained. Further stated that the Kubota Gardens is the second most used park for weddings in the city.

18 Oct 2001 Project: **Wallingford Play Area and Perimeter Path**
 Phase: Schematic Design (NMF Briefing)
 Presenters: Dale Nussbaum, Allworth Nussbaum
 Andy Sheffer, Department of Parks and Recreation
 Time: .5 hour (SDC Ref. # 170 | DC00252)

Action: The Commission thanks the team for the presentation and would like to make the following comments and recommendations.

- The Design Commissions appreciates the intriguing design;
- commends the team for the engaged community design process, which encouraged creative input from many generations;
- appreciates the dense formal nature of the play areas's edges and the connection of these edges to the street context, believing that this provides an interesting juxtaposition with the large open space in the center;
- appreciates the balance of organized and informal play areas and incorporation of different types of play structures for different age groups;
- at future presentations, would like the team to present the proposed plant palette, specifically explaining how this palette will enforce the seasonal theme of the entries;
- would like to see the design team's investigation of different paving materials;
- encourages the team to investigate design opportunities for collaboration with an artist; and
- approves schematic design.

The design team presented the renovations for the Wallingford Play Area and Perimeter Path, which is located at Wallingford Playfield, on Wallingford Avenue between 42nd and 43rd Avenues. The existing park has many funky play areas and modern play equipment. The design team hopes to update and enliven the outdated entries to the park in order to relate to and invite the community. After an extensive analysis of the site and existing conditions, the team worked with the community in many workshops to determine the most viable design alternative. Through presentations of the design to the community, the team presented many inspiring images of artful elements that could be incorporated in the design. The team also conducted a workshop with the children, to look at



specific areas of the park. The community favored a curvy path throughout the park, strengthened by the artful character of seasonally reflective entry points. The design team would also like to improve the relationship between the park entries and the neighborhood.

The Wallingford Playfield hosts community summer programs, and contains a sunken garden, a picnic shelter, a wading pool, and a play area. The perimeter path would be continuous and would be covered in crushed rock. This stabilized surface would be ADA accessible. The play area is one of the funkiest spaces in the Seattle Parks. It contains some dangerous play structures; the design team would like to recreate play structures of the same quality and character, in order to meet Seattle code. Children, participating in the design process, have expressed an interest in natural themes, such as animals. The design schemes for the play area include “fairy rings,” animals, and a snake path. The play structures would be wood, and there would also be play mounds. The wading pool would remain, but would be improved to reflect the theme of the park.

Key Commissioner Comments and Concerns

- Recognizing the incorporation of many artistic elements, would like to know if an artist is involved in the design of Wallingford Playfield. Feels that the design is almost complete, and there may only be opportunities for sculptures on top of the fences. Is concerned that art may be an afterthought.
 - Proponents stated that the project is only in the schematic design phase. As this is a Neighborhood Matching Fund project (NMF), 1% for Art is not required until Pro Parks funds are used for the project. Further stated that the fence has already been constructed.
- Believes that the plan suggests that there are many opportunities for collaboration with an artist. Believes that many of the design elements are a starting point that can be enhanced with collaboration.
 - Proponents stated that the design team engaged in the same process throughout the design of the NMF project at T.T. Minor Elementary School. The team identified twenty opportunities for art.
- Believes that the design will fit in the neighborhood, and the overall design is very appealing. Encourages the team to keep the design funky and challenging.
- Believes that there is a good balance between the programmed spaces around the edge of the playfield, and the open space in the center. Believes that the density of the spaces at the corners is great, and provides a balance between formal and informal spaces.
- Encourages the design team to exploit the seasonal concept at the entries. Believes that this strong concept should be apparent and distinct.